

BookletChartTM

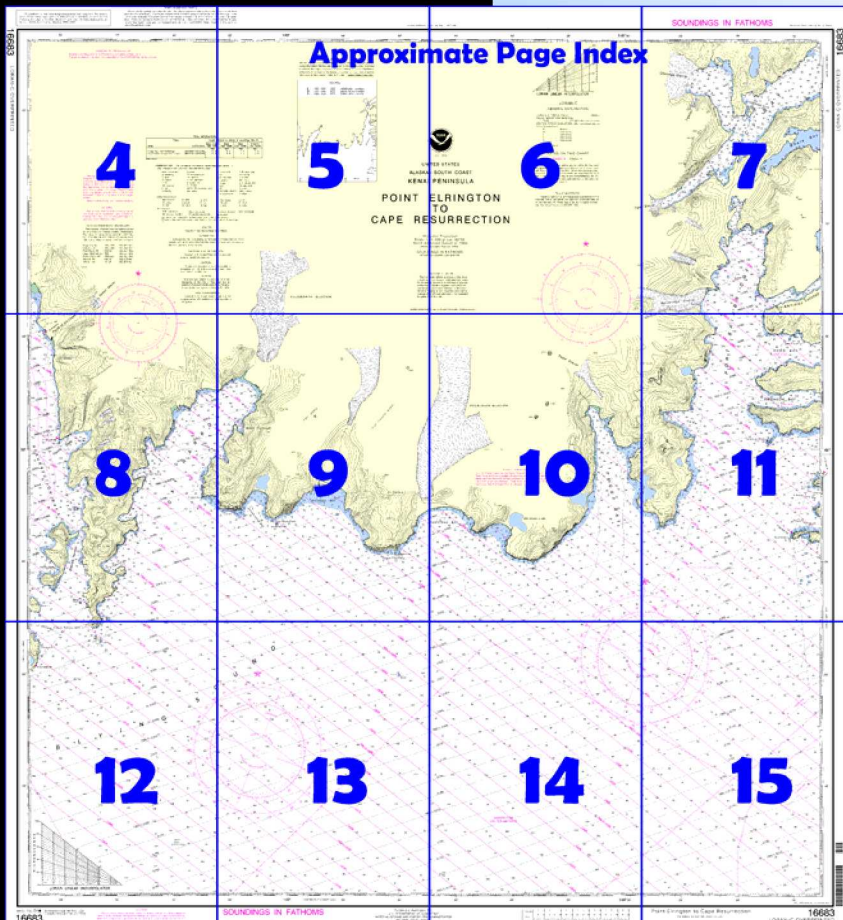
Point Elrington to Cape Resurrection

(NOAA Chart 16683)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

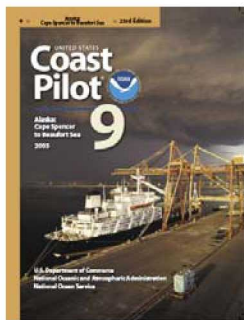
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]

(775) **Port Bainbridge** is a deep body of water that extends about 12 miles N from a line joining Cape Puget and Procession Rocks. Depths of over 100 fathoms are found nearly to the head of the bay. A 7.2-fathom (13.1 m) shoal in 60°07'38"N., 148°20'51"W., and on the W side of the bay is about 1.5 miles NW of Point Waters.

(777) At the head of Port Bainbridge, the W arm extends about 1.5 miles to the N. The water in this arm is deep, but the entrance is

blocked by a gravel bar with a least depth of about 1½ fathoms. The best water is close to the E entrance point.

(778) **Bainbridge Glacier**, about 1 mile wide, discharges into Port Bainbridge opposite Bainbridge Passage.

(779) **Auk Bay**, on the W side of Port Bainbridge, opposite Point Pyke, is small but affords good anchorage in 20 fathoms, muddy bottom. A rock

that uncovers is about 150 yards off the N shore, 1 mile inside the entrance. The S entrance point is marked by a prominent pinnacle rock. (785) The coast between Cape Puget and Cape Resurrection is high and rugged, with numerous glaciers showing in the valleys. No shelter is available except in Day Harbor, where the anchorage is very good. The coast is clear except for a few rocks extending not more than 0.3 mile offshore. The first range of mountains varies from about 2,000 to 3,500 feet in height, while the back range is about 5,000 feet high. Much of the hinterland is covered by an ice cap.

(786) A constant current sets SW along the Kenai Peninsula. **Caution.**—A danger zone of an air-to-air gunnery practice area is in **Blying Sound**.

(788) **Cape Puget** is a prominent headland with an eroded bluff. At the foot of the slope is a conical rock that is prominent from the E or W. Several bare rocks are off the cape, the farthest being about 0.2 mile.

(790) **Goat Harbor** is an inlet on the E side of the bay about 4 miles from Cape Puget. It affords good anchorage in 12 to 14 fathoms, sticky mud bottom, but is exposed to the swell from the SW. A gravel and shingle bar with a least known depth of 5½ fathoms extends across the entrance. A rock awash is 0.2 mile W of the small islet off the N entrance point.

(791) Near the head of Puget Bay, and on the E side, is a small cove that affords shelter for small craft. A rock awash is about 100 yards off the S entrance point.

(792) **Cape Junken** is a bold, rounding headland with eroded bluffs and landslides. At the foot of Cape Junken are two steps that show up prominently from offshore. In thick weather this feature is valuable in identifying the cape. In December 1998, a rock awash was reported about 0.4 mile south of Cape Junken in about 59°54.7'N., 148°38.15'W.

(793) **Johnstone Bay** is a large open bight W of Cape Junken. A black sand beach is across the head of the bay. Deep water extends close with 50 fathoms 0.5 mile of the beach. **Excelsior Glacier** terminates 0.5 mile N of Johnstone Bay and drains through a stream at the E end of the sand beach. An unnamed cove with a shingle beach is at the E entrance to the bay, just NW of Cape Junken. It is wide open to the SW and affords little shelter. A black rock, 35 feet high, marks the W entrance, and there is a low rock nearly awash at the E entrance.

(795) **Whidbey Bay**, a large open bight just W of Cape Fairfield, has a black sand beach at the head. Up the valley is a prominent hanging glacier.

(796) Depths shoal to 12 fathoms about 1 mile from the sand beach, and anchorage can be had in black sand and glacial silt. Both sides of the bay are foul, with numerous rocks and reefs extending 100 to 200 yards off the rocky beaches. A stream enters at the W end of the sand beach.

(799) **Day Harbor**, a spacious body of water just E of Resurrection Bay, is free from dangers except close inshore. Deep water extends to the head of the bay, which is formed by the moraine of **Ellsworth Glacier**. This glacier shows up prominently when entering the bay.

(803) Deep water extends close up to the head of Day Harbor, and the 50-fathom curve is about 350 yards offshore. A flat in the NW corner of the bay, NW of Bowen Anchorage, affords anchorage 0.4 mile offshore in 15 to 18 fathoms.

(804) **Talus Bay** is a small cove on the W shore of Day Harbor, affording anchorage in 10 to 15 fathoms, but it is exposed to the SE. A rock bare at low water is about 100 yards off the E entrance point.

(805) **Safety Cove** is a small deep cove about 1 mile S of Talus Bay. Anchorage can be had in the center of the cove in 25 to 30 fathoms.

(806) **Killer Bay**, a small cove about 2 miles S of Safety Cove, is too deep for convenient anchorage, with 32 to 39 fathoms in the middle of the bay. A rock, 15 feet high, is about 100 yards off the S entrance point.

(807) **Driftwood Bay** is about 3 miles N from Cape Resurrection. It is about 0.5 mile wide at the entrance and is free from dangers. Anchorage can be had in the middle of the bay in 25 to 30 fathoms, hard bottom.

Small craft will find excellent shelter in a bight in the S shore of the bay.

Table of Selected Chart Notes

Corrected through NM Jun. 16/07
Corrected through LNM Jun. 05/07

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.


NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Rugged I, AK	WNG-526	162.425 MHz
Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Cape Hinchinbrook	TBD	162.525 MHz
Potato Point, AK	WNG-527	162.425 MHz
Seward, AK	KEC-81	162.55 MHz
Whittier, AK	KXI-29	162.40 MHz

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.016" southward and 7.715" westward to agree with this chart.

Mercator Projection
Scale 1:81,436 at Lat. 60°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 9 Chapter 3 for details.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7960.....79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary
EXAMPLE: 7960-X

RATES ON THIS CHART
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

COLREGS. 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Hogg Bay, Port Bainbridge	(60°04'N/148°12'W)	feet	feet	feet
Day Harbor (Bowen Anchorage)	(60°01'N/149°03'W)	10.6	9.7	1.4
		10.5	9.6	1.4

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Oct 2006)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstm obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

CAUTION
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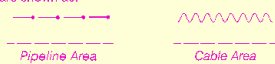
16683

LORAN-C OVERPRINTED

20' 15' 10' 05'

COLREGS, 80.1705 (see note A)
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TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
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B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT LD lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VG very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mk marker	Ra Ref radar reflector	WHIS whistle
		R Br radiobeacon	Y yellow

Bottom characteristics:

Bld boulder	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obst obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, or at heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shorelines as a result of the earthquake of March 27, 1964.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Joins page 8

4



149°

55'

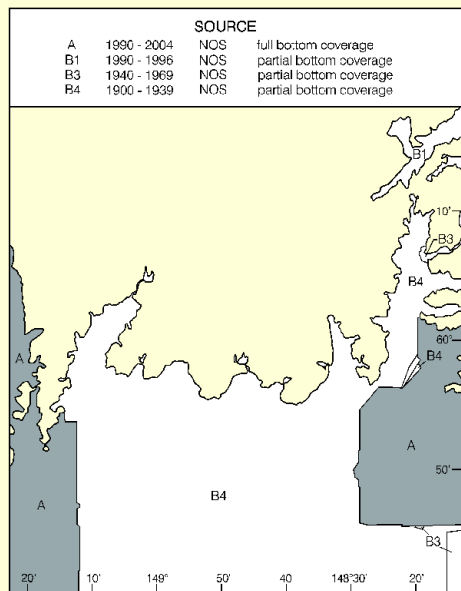
50'

45'

40'

SOURCE DIAGRAM

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTH COAST
KENAI PENINSULA

POINT ELRINGTON TO CAPE RESURRECTION

Mercator Projection
Scale 1:81,436 at Lat. 60°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.016' southward and 7.715' westward to agree with this chart.

Additional information can be obtained at nauticalcharts.noaa.gov

Joins page 6

G
w
b
h
C
th

N
to
m

ELLSWORTH GLACIER

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:108581. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

5

55'

50'

45'

40'

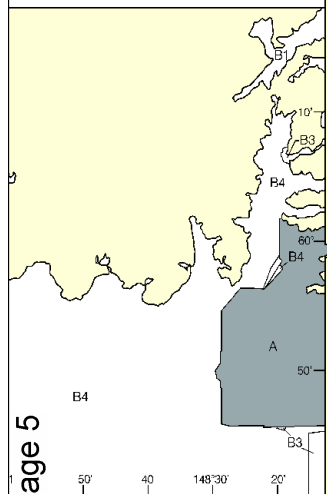
35'

SOURCE DIAGRAM

present the limits of the most recent hydrographic survey that has been evaluated for charting. Surveys have been made by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are shown in green. Refer to Chapter 1, United States Coast Pilot.

SOURCE

2004	NOS	full bottom coverage
1996	NOS	partial bottom coverage
1969	NOS	partial bottom coverage
1939	NOS	partial bottom coverage



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES ALASKA - SOUTH COAST KENAI PENINSULA

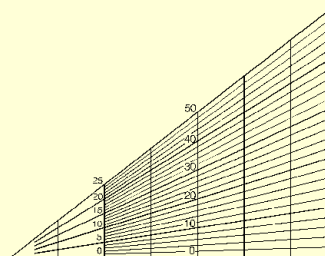
POINT ELRINGTON TO CAPE RESURRECTION

Mercator Projection
Scale 1:81,436 at Lat. 60°00'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

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LORAN LINEAR INTERPOLATOR

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....
PULSE REPETITION INTERVAL.....
7960..... 79,600 Micros
STATION TYPE DESIGNATORS (Not individual letter designators):

M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

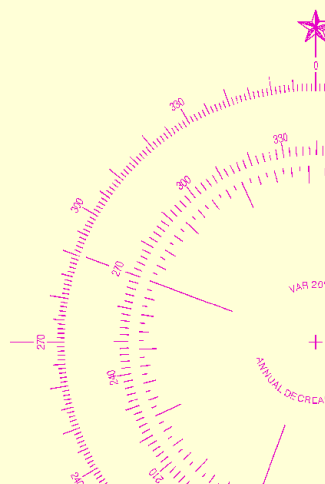
EXAMPLE: 7960-X

RATES ON THIS CHART

Loran-C correction tables published by the Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been based on survey data. Every effort has been made to maintain the 1/4 nautical mile accuracy criteria established by the Coast Guard. Mariners are cautioned not to rely on the lattices in inshore waters.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free) or to the nearest U.S. Coast Guard facility if telephonic communication is impossible (33 CFR 153).



Joins page 10

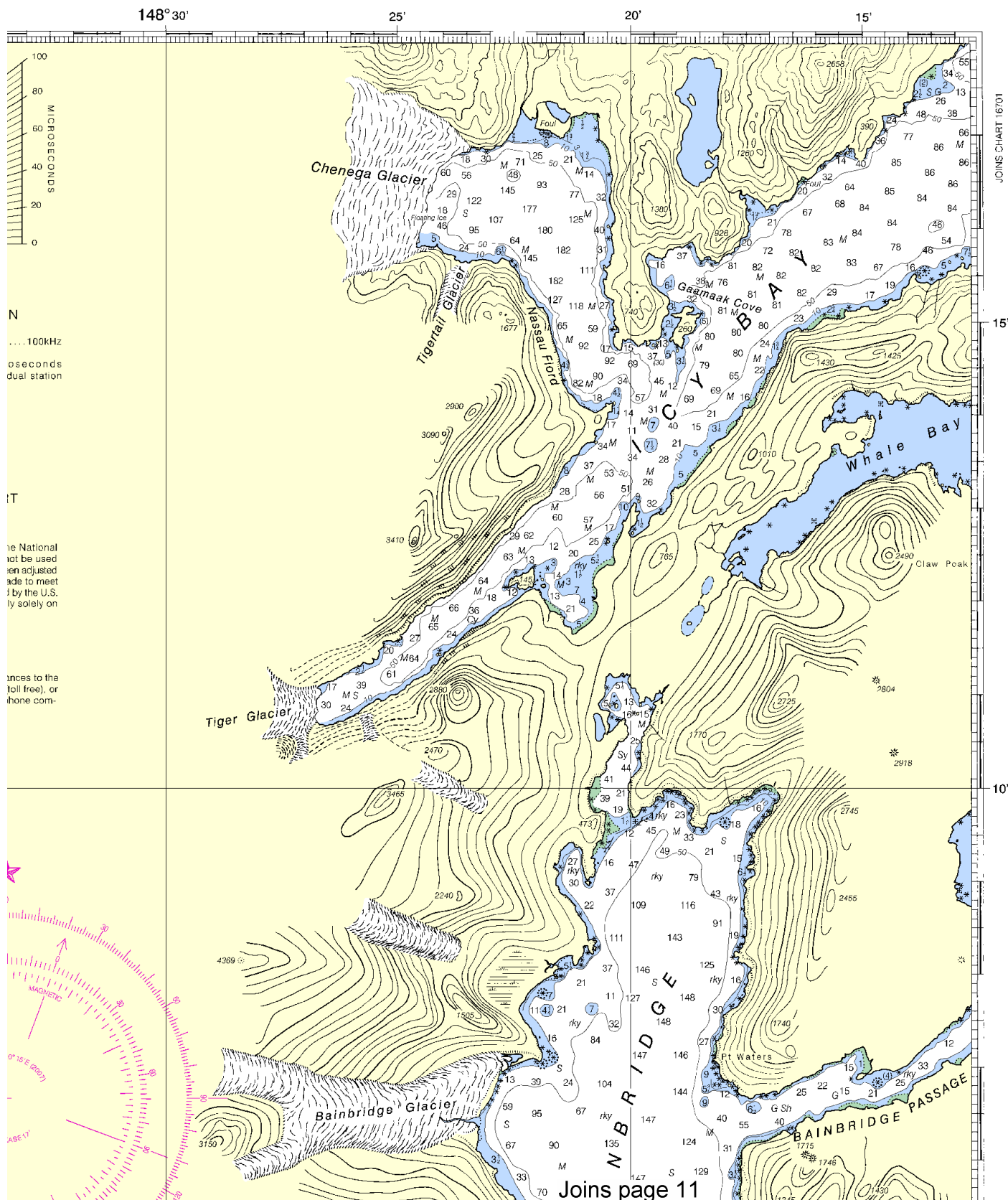
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SOUNDINGS IN FATHOMS

16683

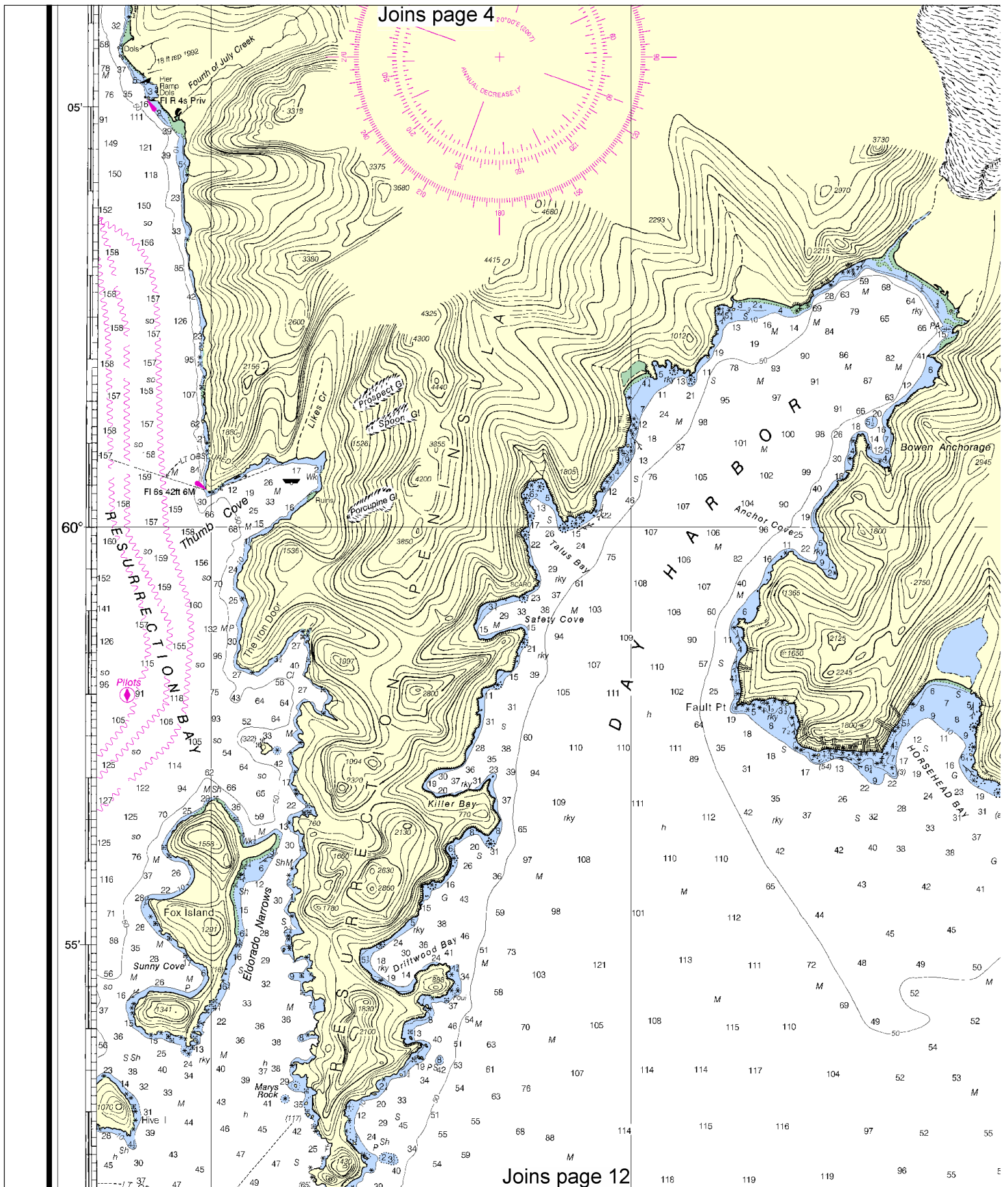
LORAN-C OVERPRINTED



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

7

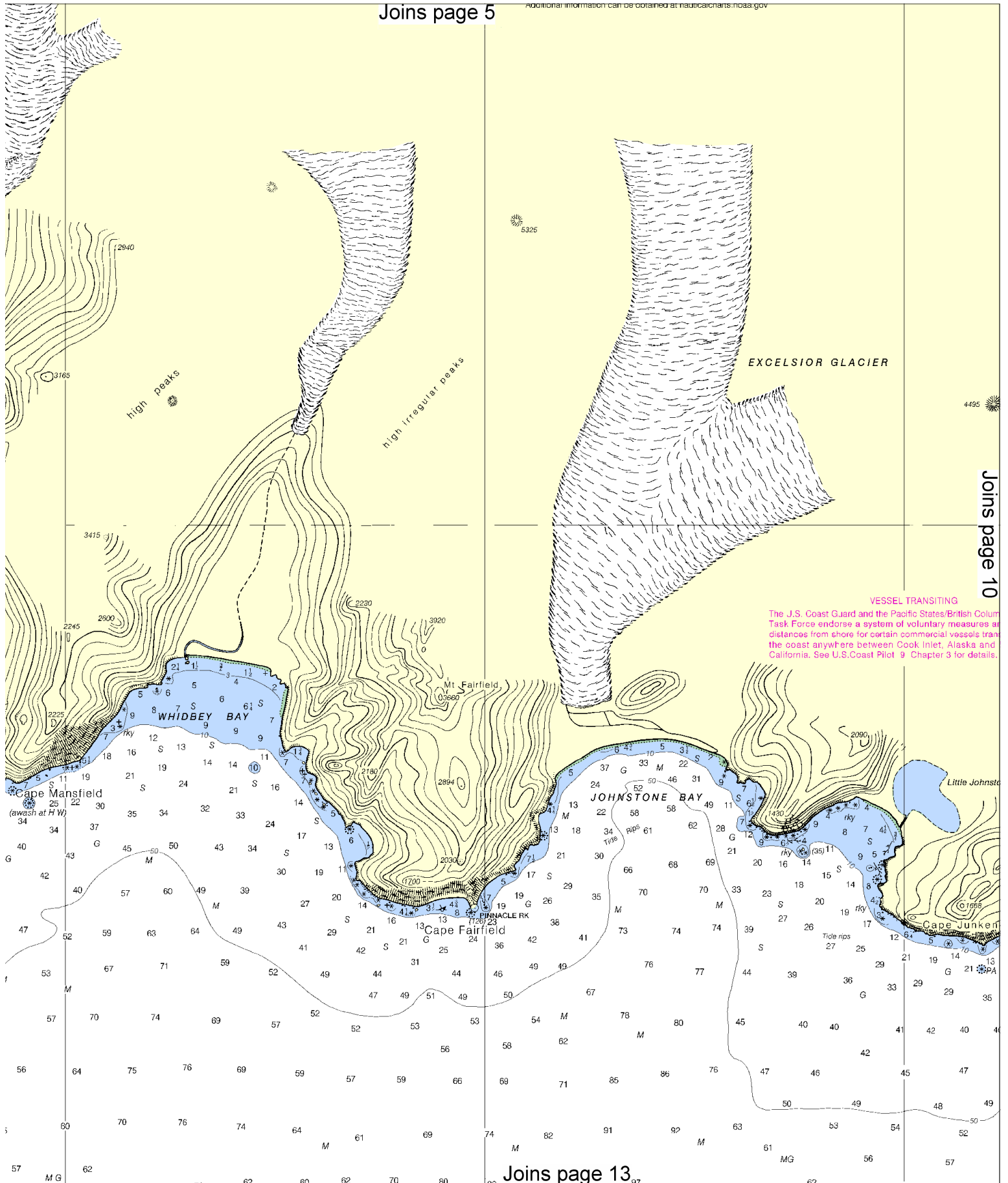
Joins page 4



Joins page 12

8

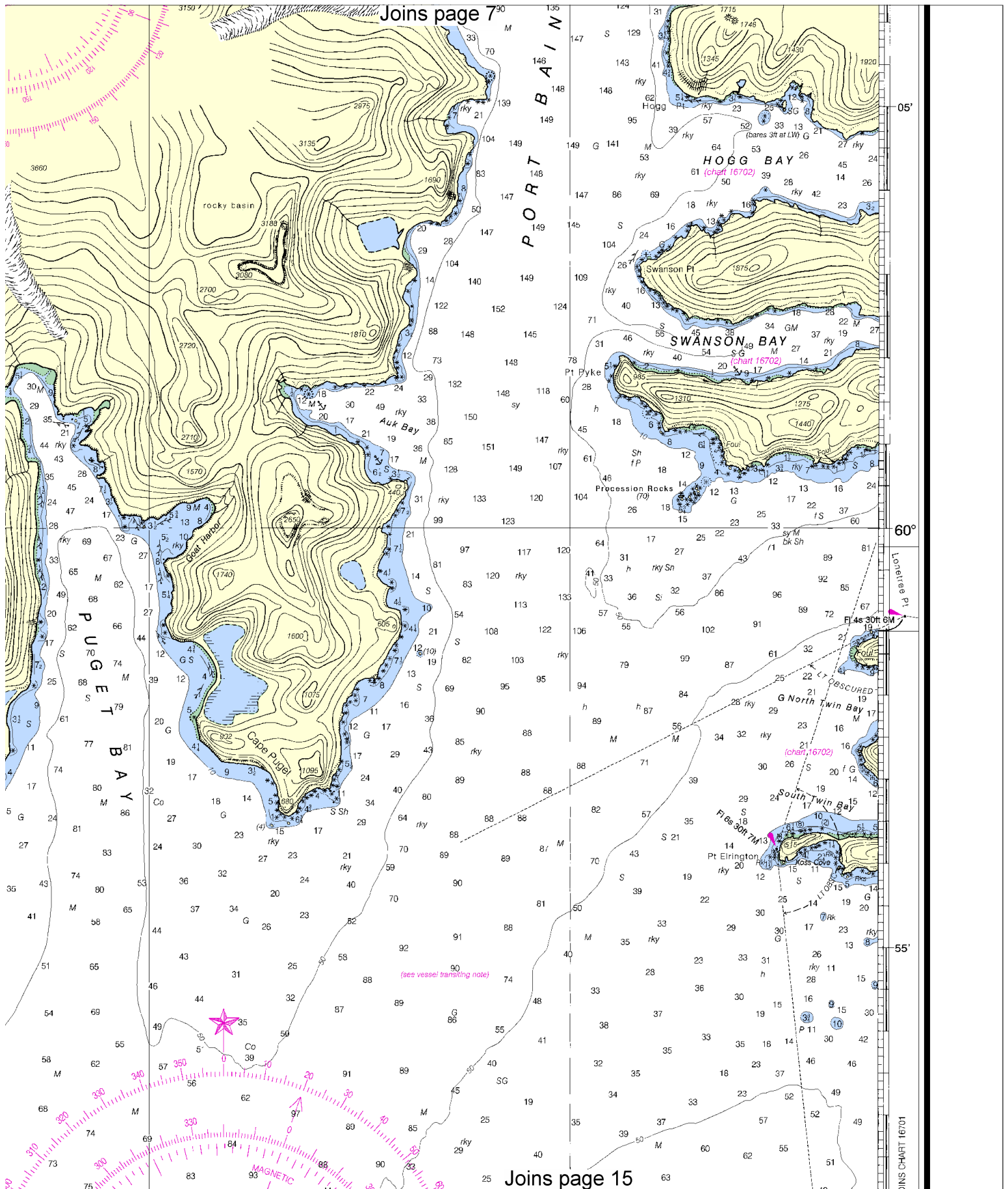
North

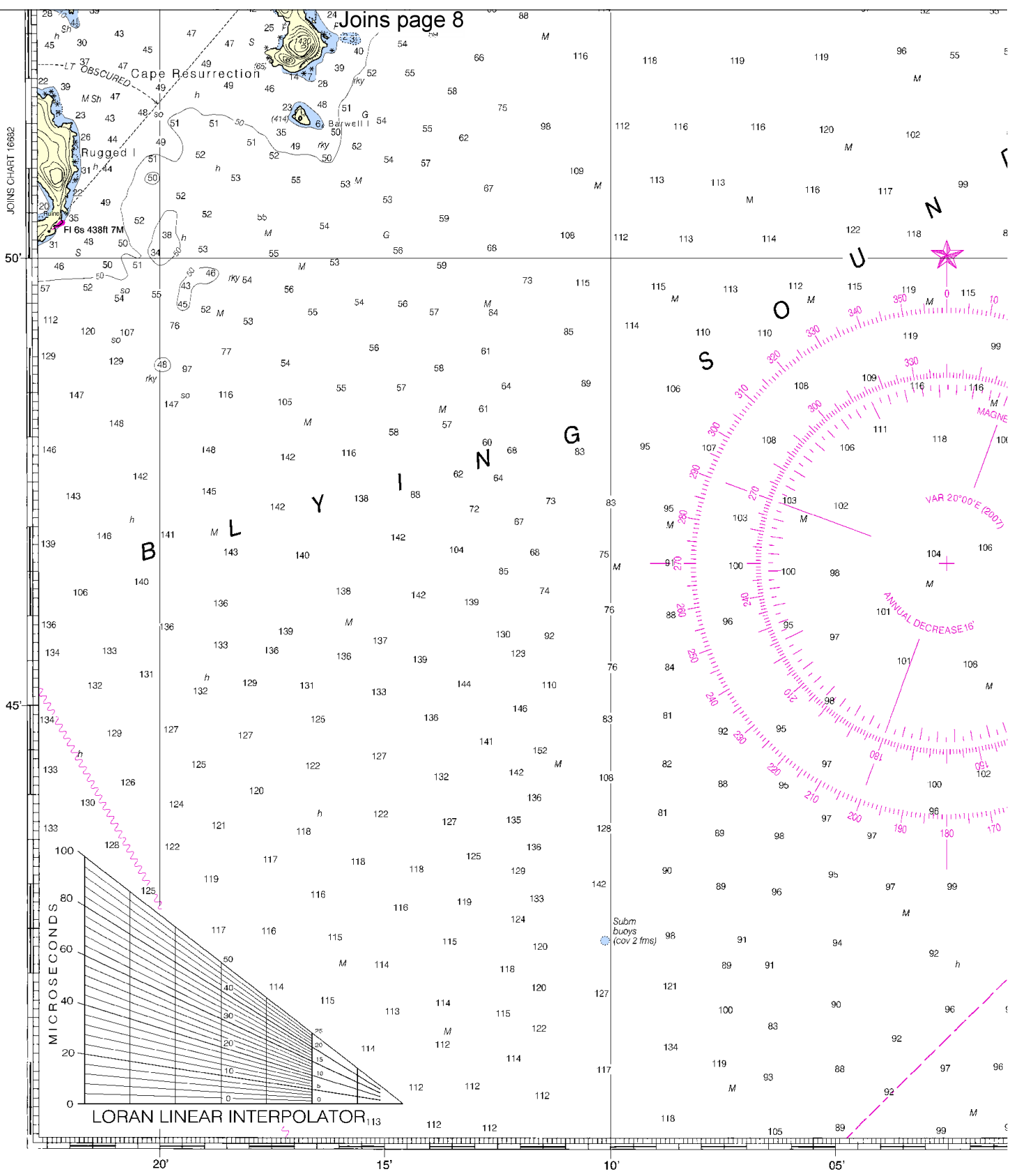


VESSEL TRANSITING
 The J.S. Coast Guard and the Pacific States/British Columbia Task Force endorse a system of voluntary measures at distances from shore for certain commercial vessels transiting the coast anywhere between Cook Inlet, Alaska and California. See U.S. Coast Pilot 9, Chapter 3 for details.

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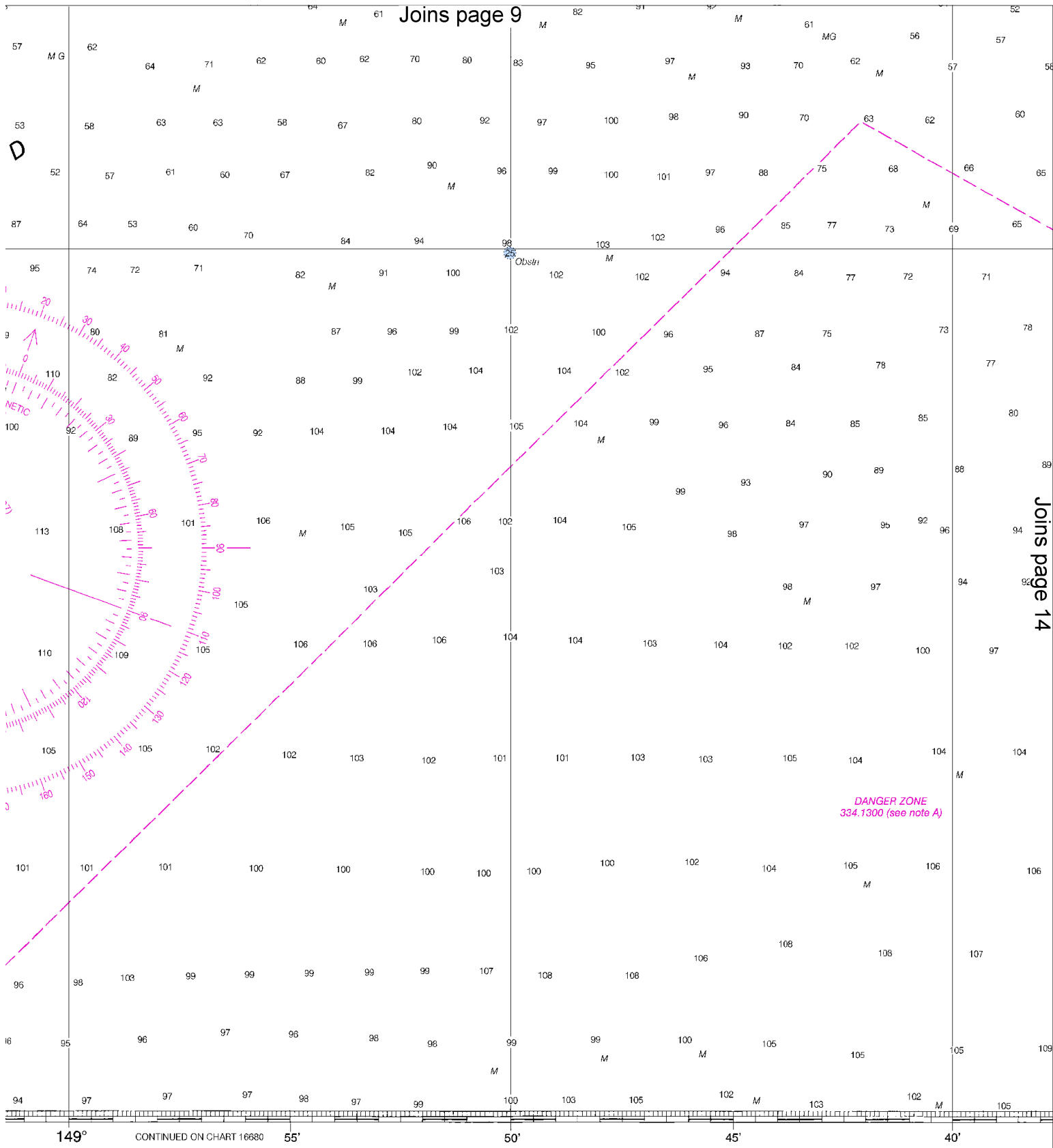
11th Ed., Jun. / 07 ■ Corrected through NM Jun. 16/07
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16683

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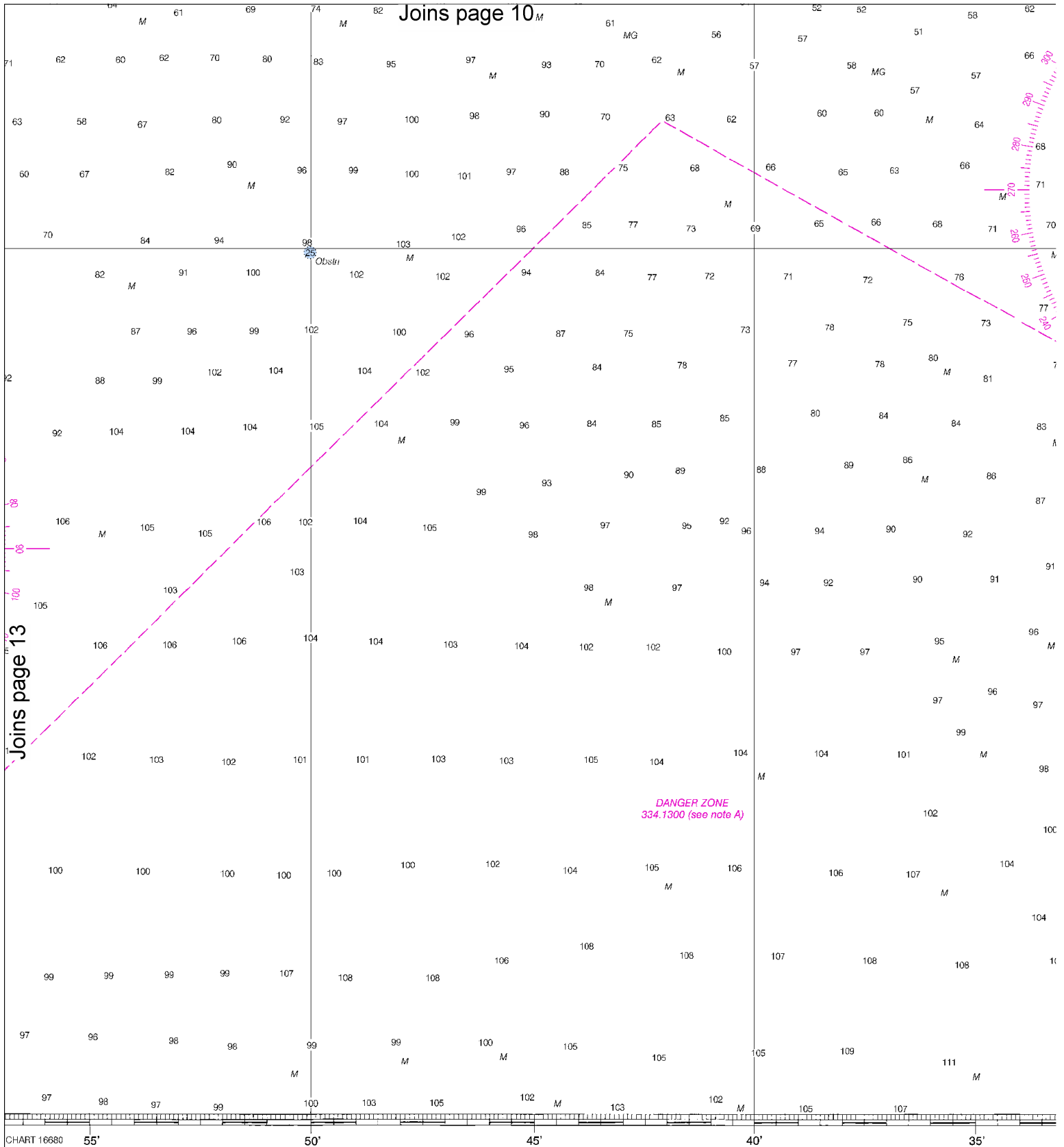
SOUNDII



INGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	
FEET	
METERS	



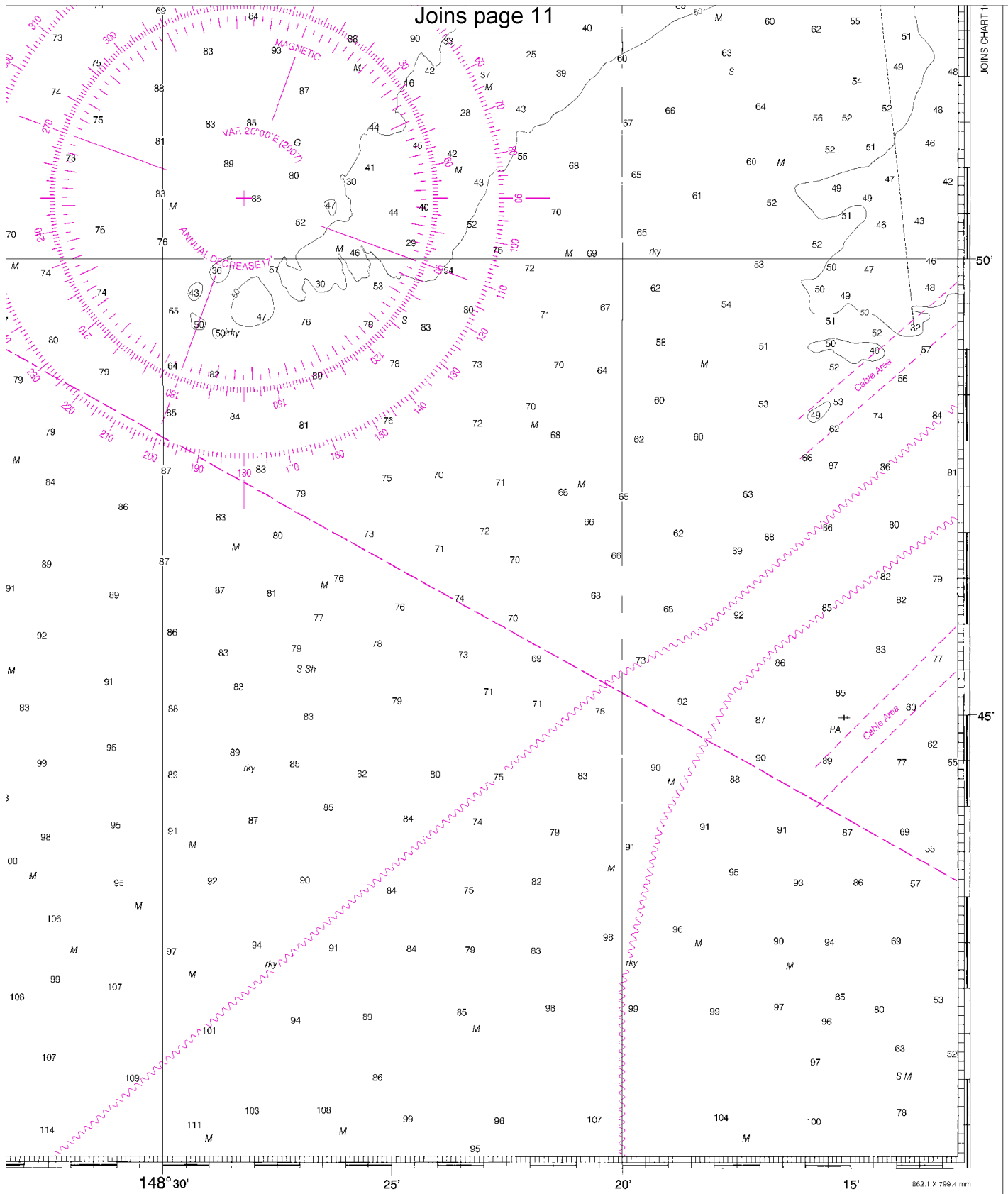
OMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS	1	2	3	4	5	6	7	8	9	10

14





10	11	12	13	14	15	16	17
60	66	72	78	84	90	96	102
18	19	20	21	22	23	24	25
26	27	28	29	30	31		

Point Elrington to Cape Resurrection

SOUNDINGS IN FATHOMS - SCALE 1:31,436

16683
LORAN-C OVERPRINTED



ED. NO. 11



NSN 7642014011293
NGA REFERENCE NO. 16CO16683

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENC[®]s are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENC[®]s comply with standards of the International Hydrographic Organization. ENC[®]s and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNC[™]s are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNC[™]s comply with standards of the International Hydrographic Organization. RNC[™]s and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.